

# Transportation Advisory Committee

## Report

4th Meeting of the Transportation Advisory Committee  
April 24, 2018  
Committee Room #4

Attendance                   PRESENT:   A. Farahi (Chair), G. Bikas, S. Brooks, G. Debbert,  
D. Doroshenko, D. Foster, T. Khan, J. Madden, H. Moussa, J.  
Scarterfield and A. Stratton and J. Bunn (Committee Secretary)

ABSENT:   L. Norman

ALSO PRESENT: M. Elmadhoon, Sgt. S. Harding, J.  
Kostyniuk, T. Macbeth, D. MacRae, S. Maguire, A. Miller and E.  
Soldo

The meeting was called to order at 12:15 PM.

### 1.    **Call to Order**

#### 1.1   Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

### 2.    **Scheduled Items**

#### 2.1   Complete Streets Update

That it BE NOTED that the attached presentation from M. Elmadhoon,  
Traffic Planning Engineer, with respect to an update on the Complete  
Streets project, was received.

### 3.    **Consent**

#### 3.1   3rd Report of the Transportation Advisory Committee

That it BE NOTED that the 3rd Report of the Transportation Advisory  
Committee, from its meeting held on March 27, 2018, was received.

#### 3.2   Municipal Council Resolution - 2nd Report of the Transportation Advisory Committee

That it BE NOTED that the Municipal Council resolution, from its meeting  
held on March 27, 2018, with respect to the 2nd Report of the  
Transportation Advisory Committee, was received.

#### 3.3   Municipal Council Resolution - 2018 Renew London Infrastructure Construction Program and the 2017 Renew London Infrastructure Post Construction Overview

That it BE NOTED that the Municipal Council resolution, from its meeting  
held on March 27, 2018, with respect to the 2018 Renew London  
Infrastructure Construction Program and the 2017 Renew London  
Infrastructure Post Construction overview, was received.

#### 3.4   Municipal Council Resolution - Appointment to the Transportation Advisory Committee

That it BE NOTED that the Municipal Council resolution, from its meeting held on March 27, 2018, with respect to the appointment of Dan Foster as a voting member at large for the term ending February 28, 2019, was received.

3.5 Municipal Council Resolution - 4th Report of the Environmental and Ecological Planning Advisory Committee

That it BE NOTED that the Municipal Council resolution, from its meeting held on April 10, 2018, with respect to the 4th Report of the Environmental and Ecological Planning Advisory Committee, was received.

3.6 2018 Annual Warranted Sidewalk Program

That it BE NOTED that the staff report dated April 4, 2018, from the Managing Director, Environmental & Engineering Services and City Engineer, with respect to the 2018 Annual Warranted Sidewalk Program, was received.

3.7 Notice of Public Meeting - The Corporation of the City of London - Downtown

That it BE NOTED that the Notice of Public Meeting, dated April 11, 2018, from C. Parker, Senior Planner, with respect to the Official Plan, the London Plan and Downtown Plan criteria for downtown temporary surface commercial parking lots, was received.

3.8 Notice of Public Meeting - City of London - Old East Village

That it BE NOTED that the Notice of Public Meeting, dated April 11, 2018, from C. Parker, Senior Planner, with respect to the Terms of Reference for the Old East Village Dundas Street Corridor Secondary Plan, was received.

3.9 Notice of Public Information Centre 3 - Adelaide Street North / Canadian Pacific Railway Grade Separation - Municipal Class Environmental Assessment Study

That the Notice of Public Information Centre 3 from A. Spahiu, City of London and J. Goldberg, WSP, with respect to the Adelaide Street North/Canadian Pacific Railway Grade Separation Municipal Class Environmental Assessment Study, was received.

3.10 Construction Notice - 2018 Wonderland Road South 2-Lane Upgrade (Highway 401 to Highway 402)

That it BE NOTED that the Construction Notice, dated April 3, 2018, from M. Elmadhoon, Traffic Planning Engineer, with respect to the 2018 Wonderland Road South 2-Lane Upgrade (Highway 401 to Highway 402), was received.

**4. Sub-Committees and Working Groups**

None.

**5. Items for Discussion**

None.

**6. Deferred Matters/Additional Business**

6.1 (ADDED) TAC Work Plan Suggestions

That a Working Group BE ESTABLISHED, to be led by T. Khan, to review the Memo dated April 20, 2018 from E. Soldo, Director, Roads and Transportation with respect to suggestions for the Transportation Advisory Committee 2018 Work Plan.

6.2 (ADDED) Notice of Planning Application - Draft Plan of Vacant Land Condominium and Zoning By-law Amendment - 459 Hale Street

That it BE NOTED that the Notice of Planning Application, dated April 18, 2018, from L. Mottram, Senior Planner, with respect to the Draft Plan of Vacant Land Condominium and Zoning By-law Amendment related to 459 Hale Street, was received.

6.3 (ADDED) Southdale Road West Improvements - Pine Valley Boulevard to Colonel Talbot Road - Municipal Class Environmental Assessment - Notice of Public Information Centre #2

That it BE NOTED that the Notice of Public Information Centre #2, from T. Koza, City of London and P. McAllister, AECOM Canada, with respect to the Southdale Road West Improvements from Pine Valley Boulevard to Colonel Talbot Road Municipal Class Environmental Assessment, was received.

**7. Adjournment**

The meeting adjourned at 1:11 PM.



# Review of the Forthcoming City of London Complete Streets Design Manual

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## Introduction - What are Complete Streets?

“A complete street is one that is designed to accommodate the mobility needs of all ages, abilities, and modes of travel. Safe and comfortable access for **pedestrians, bicycles, transit users, and the mobility challenged** are not design after-thoughts, but are **integral to the planning of the street** from the start.”

- London Transportation Master Plan



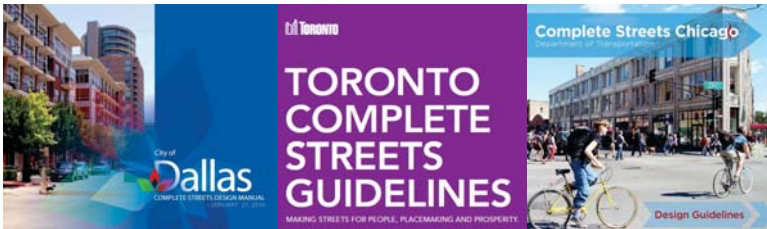
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## Introduction – Complete Streets Manuals

Complete Streets Guides & Manuals have been developed by **many cities around the world** to help **direct and coordinate** street planning/design towards more balanced mobility options



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## Background

The 2016 City of London Official Plan introduced a group of **Street Classifications**, which set the stage for more **context sensitive city building policies** and **redefining mobility** for Londoners

Classifications Include:

- Rapid Transit Boulevards
- Urban Thoroughfares
- Civic Boulevards
- Main Streets
- Neighbourhood Connectors
- Neighbourhood Streets
- Rural Thoroughfares
- Rural Connectors



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## Background

Each **Street Classifications** was accompanied with policies to guide future planning and design towards a an **intended character and function**, while progressing towards **overall mobility goals**

| DESIGN FEATURES                                 | STREET CLASSIFICATION   |                    |                 |
|---|-------------------------|--------------------|-----------------|
|   | Rapid Transit Boulevard | Urban Thoroughfare | Civic Boulevard |
| Planned Street Width (Width of Right-of-Way)    | 50m                     | 45m                | 30m             |
| <b>BIKEWAY</b>                                  |                         |                    |                 |
| On-street Parking (Additional to Through Lanes) | +                       | +                  | +               |
| On-street Parking (In Through Lanes)            | +                       | +                  | +               |
| Left Turn Lanes                                 | +                       | +                  | +               |
| Right Turn Lanes                                | +                       | +                  | +               |
| Planting Medians                                | +                       | +                  | +               |
| Curb Extensions                                 | +                       | +                  | +               |
| <b>PEDESTRIAN ZONE</b>                          |                         |                    |                 |
| Hard Surface (from Curb to Building Face)       | +                       | +                  | +               |
| Standard Sidewalk (1.5m wide, Both Sides)       | +                       | +                  | +               |
| Coordinated Utilities                           | +                       | +                  | +               |
| Street Trees                                    | +                       | +                  | +               |
| Street Furniture                                | +                       | +                  | +               |
| Pedestrian-scaled Lighting                      | +                       | +                  | +               |
| Landscape Plantings                             | +                       | +                  | +               |
| Green Boulevard                                 | +                       | +                  | +               |
| Enhanced Crosswalk Treatments                   | +                       | +                  | +               |
| Low Impact Development                          | +                       | +                  | +               |

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## Background

**Many stakeholders** were included in **consultation efforts** for the development of the Complete Streets Design Manual and attended a **Stakeholder Workshop**, held on June 2nd, 2017. These groups included:

- Accessibility Advisory Committee
- Can-Bike
- Hyde Park Business Association
- Bell
- London Middlesex Road Safety Committee
- Middlesex Health Unit
- Start Communications
- Cycling Advisory Committee
- London Fire
- London Development Institute (LDI)
- Downtown London BIA
- London Hydro
- London Transit
- Union Gas
- Tree and Forests Advisory Committee
- Argyle BIA
- City of London Water
- London Environmental Network
- City of London Development Services

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## Goals

The City of London Official Plan suggested the preparation of a Complete Streets Manual to establish:

- Overall cross-sections for the street classifications
- Design parameters for the public realm



The vision for the City of London Complete Streets Design Manual grew to include . . .



## London Complete Street Manual - Content

### Chapter 1: Complete Streets: Vision and Principles

- Complete Streets concepts and policy support

### Chapter 2: Elements of Complete Streets

- Complete Streets features

### Chapter 3: Undertaking Complete Streets Design

- Processes for balancing the needs of current and future users

### Chapter 4: Street Design for Roadways

- Street characteristics/priorities and conceptual cross sections, by street classification

### Chapter 5: Street Design for Intersections

- Intersection treatments that provide Complete Streets elements for specific combinations of street classifications

### Chapter 6: Moving Forward with Complete Streets

- Progress indicators for Complete Streets outcomes



## Contents:

1. What are Complete Streets?
2. Who is This Guide For?
3. Review of Complete Streets Policies in London
4. Core Principles for Complete Streets

### CHAPTER

# 1

### COMPLETE STREETS: VISION AND PRINCIPLES



## Local Policy Support

“ At the local level, policy support for complete streets is found in a number of documents, including the:

- Strategic Plan
- The London Plan
- Downtown Plan
- Design Specifications and Requirements Manual
- Cycling Master Plan
- London Rapid Transit
- London Road Safety Strategy
- London 2030 Transportation Master Plan ”



## THE LONDON PLAN

EXCITING. EXCEPTIONAL. CONNECTED.



### COMPLETE STREETS: VISION AND PRINCIPLES



## Local Policy Support

“ Municipal Council adopted the following Vision Zero Principles:

- No loss of life is acceptable
- Traffic fatalities and serious injuries are preventable
- We all make mistakes
- We are all physically vulnerable when involved in motor vehicle collisions
- Eliminating fatalities and serious injuries is a shared responsibility between road users and those who design and maintain our roadways ”



### COMPLETE STREETS: VISION AND PRINCIPLES



## Core Principles



Prioritize Safe and Accessible Options for People



Embed Sustainability



Emphasize Vitality



Prioritize Connectivity



Ensure Context Sensitivity

### COMPLETE STREETS: VISION AND PRINCIPLES





## Core Principles



### Prioritize Safe and Accessible Options for People

“The safety and mobility needs of all users is a priority in any street design exercise.”



### Emphasize Vitality

“Streets that attract pedestrians enhance urban vitality in London.”



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COMPLETE STREETS: VISION AND PRINCIPLES

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## Accessibility

The Manual defines what a pedestrian is, describes the central role of walking and mobility device travel within London and outlines how the City will support pedestrians through Complete Streets.

### Key considerations:

- Tactile walking surface indicators
- Separation of pedestrians and cyclists where practical
- Consideration of user needs and land uses in prioritizing street elements such as sidewalk width
- Design processes that emphasize consultation with stakeholder groups
- Pedestrian crossing refuge islands
- Accessible transit stop design

COMPLETE STREETS: VISION AND PRINCIPLES

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### Contents:

General Considerations and Tools for:

1. Pedestrian Facility Design
2. Cycling Facility Design
3. Transit Facility Design
4. Motor Vehicles
5. Green Infrastructure
6. Utilities and Municipal Services

CHAPTER

2

ELEMENTS OF COMPLETE STREETS

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### Pedestrian Facility Considerations



AAOIA compliant push button

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Buffered bicycle lane in London.

### Cycling Facilities Considerations

ELEMENTS OF COMPLETE STREETS

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### Provide connectivity:

As the slowest mode of transportation, pedestrians have the greatest sensitivity to route directness.”



Buffered bicycle lane in London.

### Prioritize vulnerable users:

Cyclists are more vulnerable than transit riders and motorists in a collision because they are not protected within a vehicle.”

ELEMENTS OF COMPLETE STREETS

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## Design For Accessibility

“Pedestrians include those who are using a walker, crutches, a wheelchair or an electrically powered mobility device as well as individuals with a visual impairment.

Design features should be used to accommodate all of London's pedestrians, such as:

- appropriately wide pedestrian clearways;
- audible pedestrian signals;
- tactile walking surface indicators (TWSIs);
- visually contrasting surface treatments; and
- amenities such as seating



ELEMENTS OF COMPLETE STREETS

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**Contents:**  
(under development with City input)

1. Process Overview
2. Planning
3. Conceptualizing
4. Designing
5. Implementing

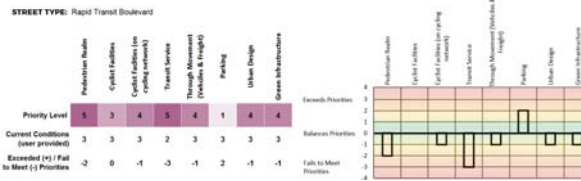
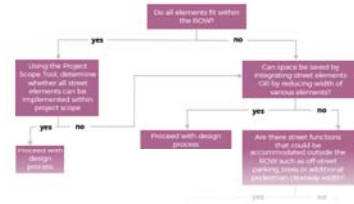
**CHAPTER**

**3**

**UNDERTAKING COMPLETE STREETS DESIGN**



**Street Element Decision Making Tool**

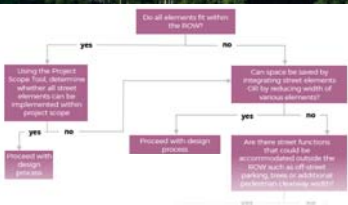


**Complete Street Audit Tool**

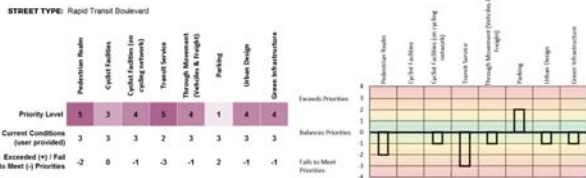
**UNDERTAKING COMPLETE STREETS DESIGN**



“The tool outlines suitable alternatives that should be considered in cases where the Right of Way is not sufficiently wide.”



“The selected street typology automatically loads the priority rankings from the Complete Street Priorities Tool and the graph on the right displays the difference between desired and existing conditions.”



**UNDERTAKING COMPLETE STREETS DESIGN**



**Contents:**

1. Street Typologies
2. Design Guidance for:
  - Rapid Transit Boulevards
  - Urban Thoroughfares
  - Civic Boulevards
  - Main Streets
  - Neighbourhood Connectors
  - Neighbourhood Streets
  - Rural Thoroughfares
  - Rural Connectors

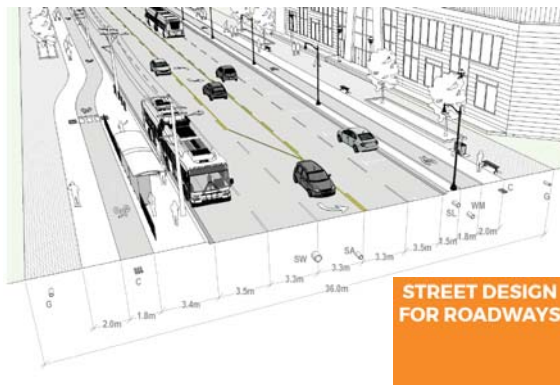
**CHAPTER**

**4**

**STREET DESIGN FOR ROADWAYS**



**Example Civic Boulevard**

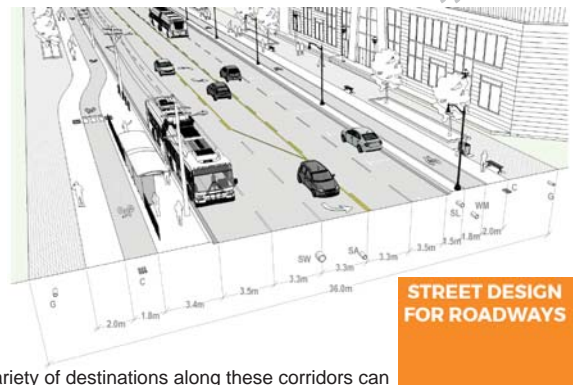


**STREET DESIGN FOR ROADWAYS**



“Physically separated and continuous cycling facilities are preferred.”

**Example Civic Boulevard**



**STREET DESIGN FOR ROADWAYS**

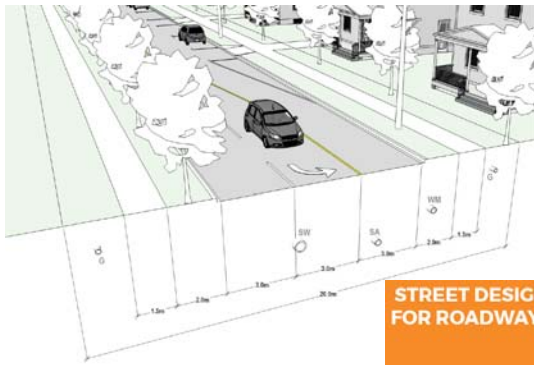
“Civic Boulevards provide multi-modal connections between different neighbourhoods across the City including downtown.”

“The variety of destinations along these corridors can generate significant volumes of walking trips”





Example  
**Neighbourhood Street**



**STREET DESIGN FOR ROADWAYS**



Example  
**Neighbourhood Street**

“Neighbourhood Streets are where most Londoners, including many families, live; enhancing the livability, sense of community, and the ability to age-in-place are important considerations.”



**STREET DESIGN FOR ROADWAYS**

“Motorist speeds may be managed with speed humps.”  
“Benches and newspaper boxes are typically provided at corners with other major streets.”



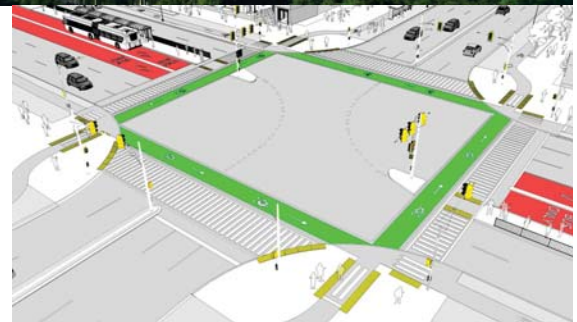
**Contents:**

1. Intersection Design Principles
2. Design Guidance for:
  - Rapid Transit Boulevard Intersecting a Main Street
  - Urban Thoroughfare intersecting a Civic Boulevard (Signalized)
  - Urban Thoroughfare Intersecting a Civic Boulevard (Roundabout)
  - Urban Thoroughfare Intersecting a Neighbourhood Connector
  - Civic Boulevard in the Primary Transit Area Intersecting a Neighbourhood Street

**CHAPTER 5 STREET DESIGN FOR INTERSECTIONS**



Example  
**Rapid Transit Boulevard Intersecting a Main Street**



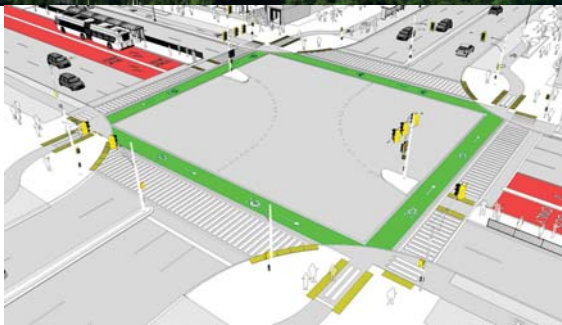
**STREET DESIGN FOR INTERSECTIONS**



Example  
**Rapid Transit Boulevard Intersecting a Main Street**

“The pedestrian clearway widens as the planter boxes and trees are discontinued, providing for greater ease of pedestrian movement and queuing.”

“Centre median design requires dedicated transit signals which use the same phasing as the through motor vehicle movement.”



**STREET DESIGN FOR INTERSECTIONS**



- Contents:**  
(under development with City input)
1. Principles of Performance Metrics
  2. Options for Measuring Complete Streets Performance
  3. Next Steps

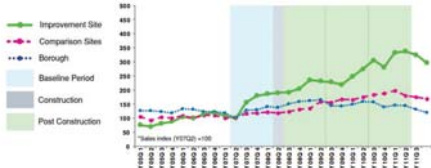
**CHAPTER 6 MOVING FORWARD WITH COMPLETE STREETS**





## Principles of Performance Measurement

- Undertake relevant and multi-faceted data collection
- Analyze usage patterns in context
- Develop a feasible monitoring strategy
- Communicate findings and integrate data analysis into project decision-making



NYC Sustainable Streets Report: Combined Sales: Improvement Sites vs. Comparison Sites

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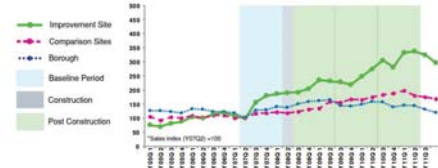


Baltimore Case Study: Network Completeness Mapping: Pedestrian Network



“The spatial distribution of Complete Streets can be used to visualize the City’s progress and highlight specific areas that may have less access to sustainable mode choices.”

“Sales data collected via electronic payment vendors can be used to compare changes on streets where improvements are made with control streets that have a similar character.”



NYC Sustainable Streets Report: Combined Sales: Improvement Sites vs. Comparison Sites

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Baltimore Case Study: Network Completeness Mapping: Pedestrian Network



COMPLETE STREETS DESIGN MANUAL CITY OF LONDON

## Next Steps

- Share Draft with Stakeholders and Finalize spring 2018
- Education campaign
- Move towards a network of Complete Streets

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## Questions

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# Transportation Advisory Committee

## Report

3rd Meeting of the Transportation Advisory Committee  
March 27, 2018  
Committee Room #4

Attendance                   PRESENT:   A. Stratton (Acting Chair), S. Brooks, D. Doroshenko, T. Khan, L. Norman, and J. Scarterfield and J. Bunn (Secretary)

ABSENT:   G. Bikas, G. Debbert, A. Farhi, J. Madden and H. Moussa

ALSO PRESENT: A. Miller

The meeting was called to order at 12:18 PM.

### 1.    **Call to Order**

#### 1.1   Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

### 2.    **Scheduled Items**

None.

### 3.    **Consent**

#### 3.1   2nd Report of the Transportation Advisory Committee

That the 2nd Report of the Transportation Advisory Committee, from its meeting held on February 27, 2018, BE RECEIVED.

#### 3.2   Notice of Design Build Project Commencement - Reconstruction of Highway 401

That the communication dated February 15, 2018, from R. Hein, Parsons Project Manager, with respect to the Notice of Design Build Project Commencement related to the reconstruction of Highway 401 and Highway 4 (Colonel Talbot Road), BE RECEIVED.

#### 3.3   Notice of Application - City of London - Old East Village

That the Notice of Application dated March 12, 2018, from C. Parker, Senior Planner, with respect to an application by the City of London related to the Old East Village, BE RECEIVED.

#### 3.4   Letter of Resignation - S. Morgan

That the letter from Storm Morgan, resigning her appointment from the Transportation Advisory Committee, BE RECEIVED.

**4. Sub-Committees and Working Groups**

4.1 Pedestrian Charter Working Group Report

That the Pedestrian Charter Working Group Report, from its meeting held on March 12, 2018, BE RECEIVED.

**5. Items for Discussion**

None.

**6. Deferred Matters/Additional Business**

None.

**7. Adjournment**

The meeting adjourned at 12:52 PM.



P.O. Box 5035  
300 Dufferin Avenue  
London, ON  
N6A 4L9

**London**  
CANADA

March 28, 2018

K. Scherr  
Managing Director, Environmental & Engineering Services and City Engineer

I hereby certify that the Municipal Council, at its meeting held on March 27, 2018 resolved:

That the 2nd Report of the Transportation Advisory Committee (TAC), from its meeting held on February 27, 2018, BE REFERRED to the Civic Administration for review of the 2018 Work Plan, which will allow Civic Administration to identify additional areas where the TAC can be of assistance, in alignment with the Strategic Plan. (4.2/5/CWC)

C. Saunders  
City Clerk  
/kmm

cc: E. Soldo, Director - Roads and Transportation  
P. McClennan, Executive Administration Assistant – Managing Director and City Engineer  
Chair and Members, Transportation Advisory Committee





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300 Dufferin Avenue  
London, ON  
N6A 4L9

**London**  
CANADA

March 28, 2018

K. Scherr  
Managing Director, Environmental & Engineering Services and City Engineer


I hereby certify that the Municipal Council, at its meeting held on March 27, 2018 resolved:


That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the staff report dated March 19, 2018, with respect to the 2018 Renew London Infrastructure Construction Program and the 2017 Renew London Infrastructure Post Construction overview, BE RECEIVED; it being noted that the attached presentation from J. Yanchula, Manager, Urban Regeneration and M. Hutchison, Communications Specialist, was received with respect to this matter. (2018-T04) (3.2/5/CWC)

C. Saunders  
City Clerk  
/kmm

cc: E. Soldo, Director - Roads and Transportation  
D. MacRae, Division Manager, Transportation Planning & Design  
S. Mathers, Director - Water and Wastewater  
J. Yanchula, Manager, Urban Regeneration  
U. DeCandido, Environmental Service Engineer, Construction Administration  
M. Hutchison, Communications Specialist  
P. McClennan, Executive Administration Assistant – Managing Director and City Engineer  
Chair and Members, Transportation Advisory Committee

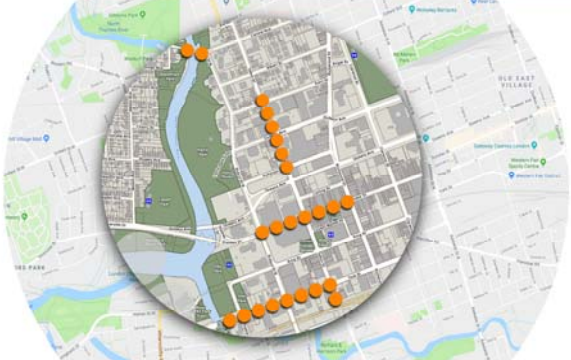
The Corporation of the City of London  
300 Dufferin Ave N6A 4L9  
P: 519.661.CITY (2489) x 0969 | Fax: 519.661.4892  
[kmyers@london.ca](mailto:kmyers@london.ca) |  
[www.london.ca](http://www.london.ca)

 **Core Communication**




Prepared by:  
Jim Yanchula, Megan Hutchison, Ugo DeCandido


**Our Move Forward**



**Internal Partnerships**



 **External Partnerships**



### Business Relations



### Renew London



### Connecting the Core



### Shared Experiences



### Champions



### Community Building



### Dundas Place Website



### Construction Updates









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N6A 4L9

**London**  
CANADA

March 28, 2018

Chair and Members  
Transportation Advisory Committee

I hereby certify that the Municipal Council, at its meeting held on March 27, 2018 resolved:

That Dan Foster BE APPOINTED to the Transportation Advisory Committee as a Voting Member at Large for the term ending February 28, 2019; it being noted that the appointment was made in accordance with the attached ranked ballot comprised of the nominees of the Corporate Services Committee. (4.1/7/CSC)

A handwritten signature in black ink, appearing to read 'C. Saunders'.

C. Saunders  
City Clerk  
/hw

cc: D. Foster



P.O. Box 5035  
300 Dufferin Avenue  
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N6A 4L9

April 11, 2018

S. Muscat  
AECOM  
250 York Street  
London, ON N6A 6K2

P. Yeoman  
Manager, Development Services

S. Shannon  
Technologist II

I hereby certify that the Municipal Council, at its meeting held on April 10, 2018 resolved:

That, the following actions be taken with respect to the 4th Report of the Environmental and Ecological Planning Advisory Committee from its meeting held on March 15, 2018:

- a) the following actions be taken with respect to the Victoria Bridge Environmental Assessment:
  - i) the detailed design BE REVIEWED by one of the City of London's Ecologist Planners; and,
  - ii) an Environmental Study Report BE REQUIRED in the Request for Proposal;

it being noted that the Environmental and Ecological Planning Advisory Committee received a presentation appended to the 4th Report of the Environmental and Ecological Planning Advisory Committee from S. Shannon, Technologist II, Transportation Planning and Design and S. Muscat, AECOM, with respect to this matter;

- b) the revised You, Your Dog and Environmentally Significant Areas brochure BE REFERRED back to the Working Group for further amendments and to report back at the next Environmental and Ecological Planning Advisory Committee meeting;
- c) clause 4.2 of the 4th Report BE AMENDED by deleting the clause in its entirety and replacing it with the following:

“the fourth draft of the Green Standards for Light Pollution and Bird-Friendly Development BE REFERRED to the Manager, Development Services, to review and to prepare a version for the Municipal Council's consideration; it being noted that three Advisory Committees have made this recommendation; it being further noted that Section 4.1 of the Guidelines contemplates a light curfew for London; the specific times have been left blank; a suggested light curfew would be from 1:00 AM to 7:00 AM.”;

- d) the fourth draft of the Green Standards for Light Pollution and Bird-Friendly Development BE REFERRED to all City of London Advisory Committees for their consideration; and,

e) clauses 1.1, 2.1, 3.1, 3.2, 3.3 and 6.1 BE RECEIVED. (3.1/6/PEC)



C. Saunders  
City Clerk  
/lm

cc. Chair and Members, Accessibility Advisory Committee  
Chair and Members, Animal Welfare Advisory Committee  
Chair and Members, Diversity Inclusion and Anti-Oppression Advisory Committee  
Chair and Members, Community Safety and Crime Prevention Advisory Committee  
Chair and Members, London Housing Advisory Committee  
Chair and Members, Advisory Committee on the Environment  
Chair and Members, Transportation Advisory Committee  
Chair and Members, Agriculture Advisory Committee  
Chair and Members, London Advisory Committee on Heritage  
Chair and Members, Trees and Forests Advisory Committee  
Chair and Members, Environmental and Ecological Planning Advisory Committee  
Chair and Members, Cycling Advisory Committee  
Chair and Members, Childcare Advisory Committee  
J. Bunn, Committee Secretary  
K. M. Myers, Committee Support Clerk



|                 |   |
|-----------------|---|
| <b>TO:</b>      | <b>CHAIR AND MEMBERS<br/>CIVIC WORKS COMMITTEE<br/>MEETING ON APRIL 4, 2018</b>   |
| <b>FROM:</b>    | <b>KELLY SCHERR, P. ENG, MBA, FEC<br/>MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING<br/>SERVICES AND CITY ENGINEER</b> |
| <b>SUBJECT:</b> | <b>2018 ANNUAL WARRANTED SIDEWALK PROGRAM</b>   |

|                       |
|-----------------------|
| <b>RECOMMENDATION</b> |
|-----------------------|

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer the proposed new sidewalks identified herein **BE ENDORSED** for implementation.

|                               |
|-------------------------------|
| <b>2015-19 STRATEGIC PLAN</b> |
|-------------------------------|

The following report supports the Strategic Plan through the strategic focus area of Building a Sustainable City by implementing and enhancing safe mobility choices for pedestrians.

|                   |
|-------------------|
| <b>BACKGROUND</b> |
|-------------------|

**Purpose**

The purpose of this report is to request Municipal Council endorsement of proposed works to be undertaken in 2018 under the Annual Warranted Sidewalk Program and to respond to an outstanding item from the September 26, 2017 Civic Works Committee.

The Warranted Sidewalk Program is an ongoing annual program responding to requests for sidewalks received from the public. The construction of exterior paths of travel compliant with the Accessibility for Ontarians with Disabilities Act (AODA) is undertaken annually in response to these public requests. Acceleration of funding from 2018 to 2017 to leverage Public Transit Infrastructure Fund (PTIF) active transportation funding has resulted in a reduced 2018 program.

On October 3<sup>rd</sup> 2017, Council resolved that the following actions be taken with respect to the Warranted Sidewalk Program on the following items:

- a) The Managing Director, Environmental and Engineering Services and City Engineer, BE REQUESTED to develop an improved community engagement strategy with respect to Warranted Sidewalk Program; and,

This report responds to the Council resolution by outlining enhancements to the process followed to encourage community engagement.

## DISCUSSION

### 2018 Warranted Sidewalk Program

The Ontario Human Rights Code is a law that recognizes the dignity and worth of every person and gives equal rights and opportunity without discrimination. The AODA requires municipalities to remove barriers and provide safe routes for all. Vulnerable road users include people who walk and use mobility devices and includes particular consideration of the young and elderly. Sidewalks provide an exterior path of travel for vulnerable road users that is separated from motor vehicle traffic. The provision of sidewalks greatly reduces the risk to vulnerable road users by reducing the intermingling with motor vehicles. The Warranted Sidewalk Program is designed to respond when requests and concerns are identified by the public.

Walking is an active mode of transportation promoted by the Smart Moves 2030 Transportation Master Plan, Official Plan Policy, and it is an integral part of a transit trip. Implementing new sidewalks is part of a complete streets approach aiming to reduce car-dependency and make neighbourhood streets welcoming, equitable, safe and accessible for community members of all ages, abilities and means. AODA compliance includes the provision of tactile plates on all ramps to improve visibility and provide a change in texture for the user.

A number of new sidewalk locations are constructed each year through this program. The program improves safety, promotes accessibility and supports The London Plan, London's Age Friendly Network and the London Strengthening Neighbourhoods initiatives. In the initial 2016-2019 multi-year budget submission, funding within the Roadways Capital Budget was reallocated to increase the value of the Warranted Sidewalk Program based on input from the Transportation Advisory Committee.

After an expanded 2017 Warranted Sidewalk Program with additional funding from PTIF, the available budget for 2018 is limited to \$100,000. Having regard for the availability of funding, the locations recommended for construction each year are prioritized considering a number of factors such as pedestrian volumes, identified presence of vulnerable users and disabled, proximity to transit, and road and traffic conditions and coordination within neighbourhood networks. Acceleration of some projects may be recommended where completing these sidewalks in coordination with other projects can reduce their cost and provide a consolidated construction project. Deferral of some high priority projects may be recommended where these projects cannot be constructed in their permanent location due to pending major projects or physical constraints.

The attached Warranted Sidewalk priority list in Appendix A has been developed using a rating system previously approved by Council. The rating system takes into consideration pedestrian demand, traffic activity, transit accessibility and roadside conditions with special attention being paid to those requests that serve schools and seniors. The following sidewalk is recommended for construction as part of the 2018 Warranted Sidewalk Program:

| <u>Location</u>         | <u>From</u>    | <u>To</u>      |
|-------------------------|----------------|----------------|
| Commissioners Road West | Cranbrook Road | Longworth Road |

The attached location map in Appendix B generally illustrates the recommended new sidewalk location for 2018. The design is in progress, so the attached plan provides

limits and alignments that may be subject to change. Sidewalk locations have been determined to fill present gaps in the sidewalk network. New sidewalks will be in standard locations set back from the road wherever feasible which provides a comfortable user experience and facilitates snow clearing. New sidewalk designs consider the particular street environment and minimize impacts as much as possible. Individual grading, landscaping and utility issues may necessitate minor alignment adjustments when construction begins. Sidewalk maintenance and snowplowing is provided as a City service across London.

The proposed sidewalk placement on Commissioners Road will provide a connection to the sidewalks at Cranbrook Road and Longworth Drive. The estimated cost of \$91,000 is available in the 2018 capital budget. Other locations on the list that are rated higher such as Commissioners Road West from Longworth Road to Crestwood Drive, will be considered in the future as constraints are resolved, in conjunction with major road works or as part of a neighbourhood network connectivity approach.

In order to provide communication with the affected property owners, staff will follow the current policy and circulate a letter to the property owners on Commissioners Road defining available details of the proposed sidewalk (i.e. location and limits of the sidewalk) along with more information on the Warranted Sidewalk Program and the safety needs it addresses.

As more details are defined through the detailed design process, a meeting could be offered to provide particular information related to each street. This meeting may not be needed in all cases.

When possible, infrastructure renewal projects construct sidewalks as part of a coordinated effort. This saves design and construction costs. It also facilitates better engagement with the neighbourhood with combined discussions and minimizes the construction disruption to the community. The following two locations highlighted on the list in Appendix A are sidewalks being coordinated with infrastructure renewal projects in the area and leveraging funds from the projects:

| <u>Location</u>      | <u>From</u>        | <u>To</u>                   |
|----------------------|--------------------|-----------------------------|
| Chippendale Crescent | King Edward Avenue | Existing sidewalk at school |
| Cavendish Crescent   | Walnut Street      | Cavendish Crescent          |

### **Community Engagement**

Current Council Policy for Warranted Sidewalks identifies that staff follow a two-step process to encourage community engagement on a project, as outlined below:

1. An information letter will be provided to each household, business, and property owner abutting the proposed sidewalk after the budget is approved and sufficient design information is available. The notice will provide the limits and location of the sidewalk, information on the program and the safety needs it addresses, and the persons to contact for enquiries.
2. If residents or affected stakeholders request, a public information centre may be held to discuss the project.

The community engagement process for the Warranted Sidewalk Program has been enhanced with a minimum seven points of contact with the community. It begins with the request for consideration of a sidewalk placement followed by interaction through the design phase and the later stage of communication & coordination through the

construction phase. Each sidewalk location presents different opportunities and challenges for the project team. To provide more opportunity for community input, and to ensure ample time to adjust the design where necessary the following steps have been put in place for staff to follow:

1. The nature and rationale for each public request for new sidewalks is to be better documented for future reference and consideration. The project is subsequently evaluated to determine a relative scoring. The scoring defines a priority on the overall list.
2. As the implementation time for a particular sidewalk approaches, a field survey is carried out to define the existing surface features (ie: driveways, hydro poles, gas meters, tree location, etc.) and grading. This survey may occur as early as two years ahead of construction. The survey is utilized to prepare the design. A letter is circulated to adjacent property owners to advise of the activity and the reason for the survey.
3. With budget approval, a public report is provided to the Civic Works Committee early in the year to define the program for the upcoming year along with general details on the sidewalk alignment & related impacts.
4. With endorsement from the Committee and Council, staff distribute a letter to street residents that communicates the plan with a concept drawing. The detailed design is then further progressed. This phase will also include further contact with utilities should any relocations be necessary.
5. The property owner letters may generate further support or questions regarding the proposed sidewalk location. Staff respond to residents accordingly through either a phone or email response and potentially a site visit public meeting to discuss further. The site visit may include several residents at the same time to discuss the project and walk through the concerns. Many times these meetings do result in some minor revisions to better suit the community. After responding to resident contact, a contract package is finalized and the project is tendered.
6. A final letter is issued to the community to identify the contractor and contact information for the City staff directly involved in the sidewalk construction. The letter also defines the anticipated schedule for the work to be completed. This letter is issued two weeks in advance of construction. Scheduling and unique project concerns are discussed with the contractor.
7. During the construction, residents will have onsite contact from staff or the contractor to discuss the construction. These points may be at the time of excavation for sidewalk, sidewalk placement, driveway restoration, etc. This contact is generally appreciated to facilitate access during driveway disruptions.

## **CONCLUSION**

The Warranted Sidewalk Program is part of a complete streets approach that aims to make London's streets more welcoming to all users of all ages and abilities. The Ontario Human Rights Code and AODA requires municipalities to remove barriers and design inclusively. Sidewalks promote healthy lifestyles, facilitate active transportation choices, connect to transit and improve pedestrian safety.

The Warranted Sidewalk Program communication procedure is defined above with seven opportunities for community engagement. The community may be represented by individuals requesting or opposing the sidewalk, and the communication will be very different for each. However, staff will take the time to understand and respond to all. The initial design may change after discussions with the community to provide a better placement for the area.



Staff will continue to look for further ways to improve communication. This is often unique to each project since neighbourhoods provide different opportunities and challenges.

**Acknowledgements**

This report was prepared by a team within the Transportation Planning & Design Division including Karl Grabowski, P. Eng. Transportation Design Engineer and Jenna Corbeth, Engineering Intern.

|   |  |
|---|--|
| <b>PREPARED BY:</b>   | <b>REVIEWED &amp; CONCURRED BY:</b>                                    |
|   |  |
| <b>DOUG MACRAE, P. ENG.<br/>DIVISION MANAGER<br/>TRANSPORTATION PLANNING &amp;<br/>DESIGN</b>                                   | <b>EDWARD SOLDO, P.ENG.<br/>DIRECTOR, ROADS AND<br/>TRANSPORTATION</b> |
| <b>RECOMMENDED BY:</b>  |  |
|   |  |
| <b>KELLY SCHERR, P.ENG., MBA, FEC<br/>MANAGING DIRECTOR,<br/>ENVIRONMENTAL &amp; ENGINEERING<br/>SERVICES AND CITY ENGINEER</b> |  |

Attach: Appendix A  
Appendix B

2018 Warranted Sidewalk List  
Location Map for Future Sidewalk – Regal Drive East Side

## APPENDIX A

### 2018 Warranted Sidewalk List

(Sections proposed for construction in 2018 are highlighted in bold)

| <b>COST ESTIMATE</b> | <b>Rating 125 Max.</b> | <b>LOCATION</b>                       | <b>FROM</b>                | <b>TO</b>                     | <b>Length m.</b> | <b>Road Class</b> |
|----------------------|------------------------|---------------------------------------|----------------------------|-------------------------------|------------------|-------------------|
| \$45,375             | 90                     | Florence Street                       | 60m east of Oakland Avenue | Highbury Avenue               | 165              | A                 |
| \$45,500             | 85                     | Windemere Road                        | Windemere on the Mount     | Sisters of St. Joseph         | 260              | A                 |
| \$87,500             | 80                     | Tewksbury Crescent                    | Sorrel Road                | Perth Avenue                  | 500              | L                 |
| \$44,275             | 75                     | Wayne Road                            | Boler Road                 | Jellicoe Crescent             | 253              | L                 |
| \$69,125             | 75                     | Wood, Maurice, & Murdock              | Forward Avenue             | Riverside Drive               | 395              | L                 |
| \$82,250             | 70                     | Braesyde Avenue                       | Hamilton Road              | Gore Road                     | 470              | L                 |
| \$145,250            | 70                     | Clarke Road                           | Hamilton Road              | 375m S of Gore Road           | 830              | A                 |
| \$45,500             | 70                     | Cramston Crescent                     | Valetta Street             | Adevon Avenue                 | 260              | L                 |
| \$208,250            | 70                     | Griffith Street                       | Baseline Road              | Commissioners Road W.         | 1190             | C                 |
| \$249,375            | 70                     | Pond Mills Road                       | Bradley Avenue             | Wilton Grove Road             | 1425             |                   |
| \$40,250             | 70                     | Southdale Road & Wharnccliffe Road    | Old Wharnccliffe Road      | Old Wharnccliffe Road         | 230              | A                 |
| \$63,875             | 70                     | Stoneybrook Crescent                  | 100m NE of Geary Avenue    | Fanshawe Park Road.           | 365              | L                 |
| \$145,250            | 70                     | Wharnccliffe Road                     | Savoy Street               | Wonderland Road               | 830              | A                 |
| \$74,025             | 70                     | Windemere Road                        | 693 Windemere Road         | 65m West of Adelaide          | 423              | A                 |
| \$25,375             | 65                     | Centre Street                         | 27 Centre Street           | Wharnccliffe Road             | 145              | C                 |
| <b>\$13,475</b>      | <b>65</b>              | <b>Chippendale Crescent South leg</b> | <b>King Edward Avenue</b>  | <b>Existing S/W at School</b> | <b>77</b>        | <b>L</b>          |
| \$231,875            | 65                     | Clarke Road                           | Huron Street               | Oxford Street                 | 1325             | A                 |
| \$322,875            | 65                     | Hamilton Road                         | Gore Road                  | Clarke Road                   | 1845             | C                 |
| \$93,625             | 65                     | Jellicoe Crescent                     | Wayne Road                 | Blake Street                  | 535              | L                 |
| \$63,000             | 65                     | Nottingham Road                       | Commissioners Road. West   | Village Green Road.           | 360              | C                 |
| \$14,000             | 65                     | Regis Avenue                          | Wayne Road                 | Regis Place                   | 80               | L                 |
| \$17,500             | 65                     | Regis Place                           | Regis Avenue               | West End                      | 100              | L                 |
| \$90,125             | 65                     | Stoneybrook Crescent                  | Fanshawe Park Road         | Phillbrook Drive              | 515              | L                 |
| \$63,000             | 65                     | Sunningdale Road E                    | Bluebell Road              | 360m east of Bluebell Road    | 360              | A                 |
| \$119,000            | 65                     | The Parkway                           | Sunset Drive               | Sherwood Avenue               | 680              | L                 |
| \$52,500             | 60                     | Base Line Road                        | Beachwood Avenue           | 20m W of West Street.         | 300              | C                 |
| \$53,375             | 60                     | Collingwood Avenue                    | Wayne Road                 | Belvedere Avenue              | 305              | L                 |
| \$11,375             | 60                     | Colonel Talbot Road                   | Outer Drive                | 4690 Col.Talbot Road          | 65               | A                 |
| <b>\$91,000</b>      | <b>60</b>              | <b>Commissioners Road West</b>        | <b>Cranbrook Road</b>      | <b>Longworth Road</b>         | <b>434</b>       | <b>A</b>          |
| \$39,550             | 60                     | Commissioners Road West               | Longworth Road             | Crestwood Drive               | 226              | A                 |
| \$43,750             | 60                     | Forward Avenue                        | End                        | 100m W of Wood Street.        | 250              | L                 |
| \$59,500             | 60                     | Huron Street                          | Clarke Road                | Oakville Crescent             | 340              | A                 |
| \$49,000             | 60                     | Kenmore Place                         | Melsandra Avenue           | Kipps Lane                    | 280              | L                 |
| \$52,500             | 60                     | Mark Street                           | Susan Avenue               | West End of Street            | 300              | L                 |
| \$85,750             | 60                     | Micheal Street                        | Irving Place               | East End of Street            | 490              | L                 |
| \$115,500            | 60                     | Newbold Street                        | Adelaide Street            | Bradley Avenue                | 660              | C                 |
| \$78,750             | 60                     | Patann Drive                          | Godfrey Drive              | Irving Place                  | 450              | L                 |
| \$43,750             | 60                     | Royal Crescent                        | Mun. No. 1925              | Garland Crescent              | 250              | L                 |
| \$126,000            | 60                     | Whitney Street                        | Saskatoon Street           | 40m East of Hilton Avenue     | 720              | L                 |
| \$26,250             | 60                     | Wortley Road                          | Mountsfield Crescent       | Commissioners Road            | 150              | C                 |
| <b>\$33,250</b>      | <b>55</b>              | <b>Cavendish Crescent</b>             | <b>Walnut Street</b>       | <b>115 Cavendish Crescent</b> | <b>190</b>       | <b>L</b>          |
| \$15,750             | 55                     | Col. Talbot Road                      | Lambeth Walk               | James Street                  | 90               | A                 |

### 2018 Warranted Sidewalk List (Cont'd)

|           |    |                           |                           |                           |      |   |
|-----------|----|---------------------------|---------------------------|---------------------------|------|---|
| \$14,875  | 55 | Cornish Street            | Brydges Street            | Cronyn Crescent           | 85   | L |
| \$243,250 | 50 | Crumlin Side Road         | Trafalgar Street          | Dundas Street             | 1390 | A |
| \$17,150  | 55 | Danielle Lane             | River Run Terrace         | Pochard lane              | 98   | L |
| \$45,500  | 55 | Everglade Crescent        | Mahogany Road             | Cypress Crescent          | 260  | L |
| \$99,750  | 55 | Hillcrest Avenue          | Regal Drive               | Highbury Avenue           | 570  | L |
| \$28,000  | 55 | Horace Street             | St. Julien Street         | Madison Avenue            | 160  | L |
| \$84,000  | 55 | Inverness Avenue          | Laurel Street             | Deer Park Circle          | 480  | L |
| \$99,750  | 55 | Kiwanis Park Drive        | Wavell Street             | Spruce Avenue             | 570  | L |
| \$70,000  | 55 | Magee Street              | Highbury Avenue           | Hale Street               | 400  | C |
| \$105,000 | 55 | Neville Drive/Edgar Drive | Dead End of Neville Drive | Coombs Avenue             | 600  | L |
| \$14,000  | 55 | Oliver Street             | Vauxhall Street           | Terrence Street           | 80   | L |
| \$43,750  | 55 | Penrith Crescent          | Grasmere Crescent.        | Ambleside Drive           | 250  | L |
| \$40,250  | 55 | Regent Street             | William Street            | Adelaide Street           | 230  | L |
| \$35,000  | 55 | Salway Street             | Quinton Road              | Valetta Street            | 200  | L |
| \$38,500  | 55 | Scotchpine Crescent       | Limberlost Road           | Homestead Crescent        | 220  | C |
| \$26,250  | 55 | Selkirk Drive             | Braesyde Avenue           | East End of Selkirk Drive | 150  | L |
| \$52,500  | 55 | Sunnyside Drive           | Richmond Street           | Masonville Crescent       | 300  | L |
| \$25,375  | 55 | Topping Lane              | 559 Topping Lane          | Commissioners Road W      | 145  | C |
| \$64,750  | 55 | Wellingsboro Road         | Southdale Road            | Dearness Drive            | 370  | L |
| \$48,125  | 55 | Wellington Road           | Bradley Avenue            | White Oaks Mall           | 275  | A |
| \$64,750  | 45 | Fairview Avenue           | Whetter Avenue            | 35m N of Base Line Road   | 370  | C |
| \$39,375  | 45 | Geraldine Avenue          | Kathryn Drive             | Louise Boulevard          | 225  | L |
| \$84,875  | 45 | Kathryn Drive             | Brian Avenue              | McClure Drive             | 485  | L |
| \$8,750   | 45 | Mahogany Road             | Everglade Street          | Woodborough Crescent      | 50   | L |
| \$26,250  | 45 | McClure Drive             | Smallman Drive            | Louise Boulevard          | 150  | L |
| \$61,250  | 45 | Pond View Road            | Glenroy Road              | Milan Place               | 350  | L |
| \$47,250  | 45 | Regal Drive               | Hillcrest Avenue          | Fuller Street             | 270  | L |
| \$70,000  | 45 | Ridout Street             | Dufferin Avenue           | Albert Street             | 400  | C |
| \$17,500  | 45 | Sunninghill Avenue        | Riverside Drive           | Embassy Road              | 100  | L |
| \$26,250  | 40 | Ann Street                | St. George Street         | East End                  | 150  | L |
| \$36,750  | 40 | Barker Street             | Victoria Street           | Cheapside Street          | 210  | C |
| \$70,000  | 40 | Briarhill Avenue          | Briarhill Court           | Kipps Lane                | 400  | L |
| \$35,000  | 40 | Consortium Court          | Newbold Street            | End                       | 200  | L |
| \$10,500  | 40 | Ealing Street             | South End                 | Ex Walk west of Oliver    | 60   | L |
| \$15,750  | 40 | Edinburgh Street          | Brittania Avenue          | Woodward Drive            | 90   | L |
| \$26,250  | 40 | Midale Road               | Grenfell Drive            | Midale Crescent East      | 150  | L |
| \$113,750 | 40 | Newbold Street            | Hargrieve Street          | Adelaide Street           | 650  | C |
| \$70,000  | 40 | Northbrae Avenue          | Monsarrat Avenue          | Kipps Lane                | 400  | L |
| \$175,000 | 40 | Palmtree Avenue           | Riverside Drive           | Plantation Road           | 1000 | L |
| \$70,000  | 40 | Regent Street             | Christie Street           | Wellington Street         | 400  | C |
| \$78,750  | 30 | First Street              | Oxford Street East        | Commercial Crescent       | 450  | C |
| \$42,000  | 25 | Appel Street              | Rabb Street               | Cheapside Street          | 240  | L |
| \$17,500  | 25 | Oakridge Drive            | Valetta Street            | Kingsway Avenue           | 100  | C |

## APPENDIX B

### Location Map for Future Sidewalk

#### Commissioners Road from Cranbrook Road to Longworth Road





O-8876  
Planner: Chuck Parker  
Telephone: 519-661-2489 extension 4648  
Fax: 519-661-5397  
Email: cparker@london.ca  
Website: www.london.ca

April 11, 2018

**NOTICE OF PUBLIC MEETING  
BEFORE THE PLANNING & ENVIRONMENT COMMITTEE  
for OFFICIAL PLAN AMENDMENT APPLICATION**

**OFFICIAL PLAN, THE LONDON PLAN AND DOWNTOWN PLAN  
CRITERIA FOR DOWNTOWN TEMPORARY SURFACE  
COMMERCIAL PARKING LOTS**

**APPLICANT:**

The Corporation of the City of London

**LOCATION:**

Downtown - see attached map

**PURPOSE AND EFFECT:**

The purpose and effect of this Official Plan and The London Plan amendment and change to the “Our Move Forward – London’s Downtown Plan” Guideline Document is to adopt criteria for considering applications for renewal of existing Downtown Temporary Surface Commercial Parking Lots. This City application is being initiated in response to the 2017 review of Downtown Temporary Surface Commercial Parking Lots requested by Council and the subsequent Council resolution on December 12, 2017.

**POSSIBLE AMENDMENT:**

Possible amendments to the Official Plan (Sections 4.1.6 viii and/or Section 4.1.10 iv), The London Plan (Policy 800\_5) and the “Our Move Forward” London’s Downtown Plan Guideline Document.

**PUBLIC MEETING:**

By Londoner notice dated March 8, 2018, you were informed of the possible amendment described above.

You are now advised that the Planning & Environment Committee will consider this application at its meeting on **Monday, April 30, 2018 no earlier than 4:30 p.m.** Meetings are held in the Council Chambers of City Hall, located at 300 Dufferin Avenue (north-east corner of Wellington Street). Each application is allocated a time for public delegations. It should be recognized however, that the Planning & Environment Committee may find it necessary to exceed the limit. Your co-operation is appreciated in the event that you have to wait for your application to be considered.



**Please Note:** Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the Municipal Act, 2001, as amended, and the Planning Act, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-2489 extension 4937.

If a person or public body does not make oral or written submissions at a public meeting or make written submissions to the City of London before the proposed amendment is adopted, the person or public body may not be entitled to appeal the decision of the Council of the City of London to the Ontario Municipal Board, or may not be added by the Board as a party to the hearing of an appeal unless, in the opinion of the Board, there are reasonable grounds to do so.

A neighbourhood or community association may exist in your area. If it reflects your views on this proposal, you may wish to select a representative of the association to submit comments on your behalf.

Your representative on City Council, Ward 13 Councillor Tanya Park (office – 519-661-2489 – ext. 4013, email [tpark@london.ca](mailto:tpark@london.ca) ) would be pleased to discuss any concerns you may have with this application.

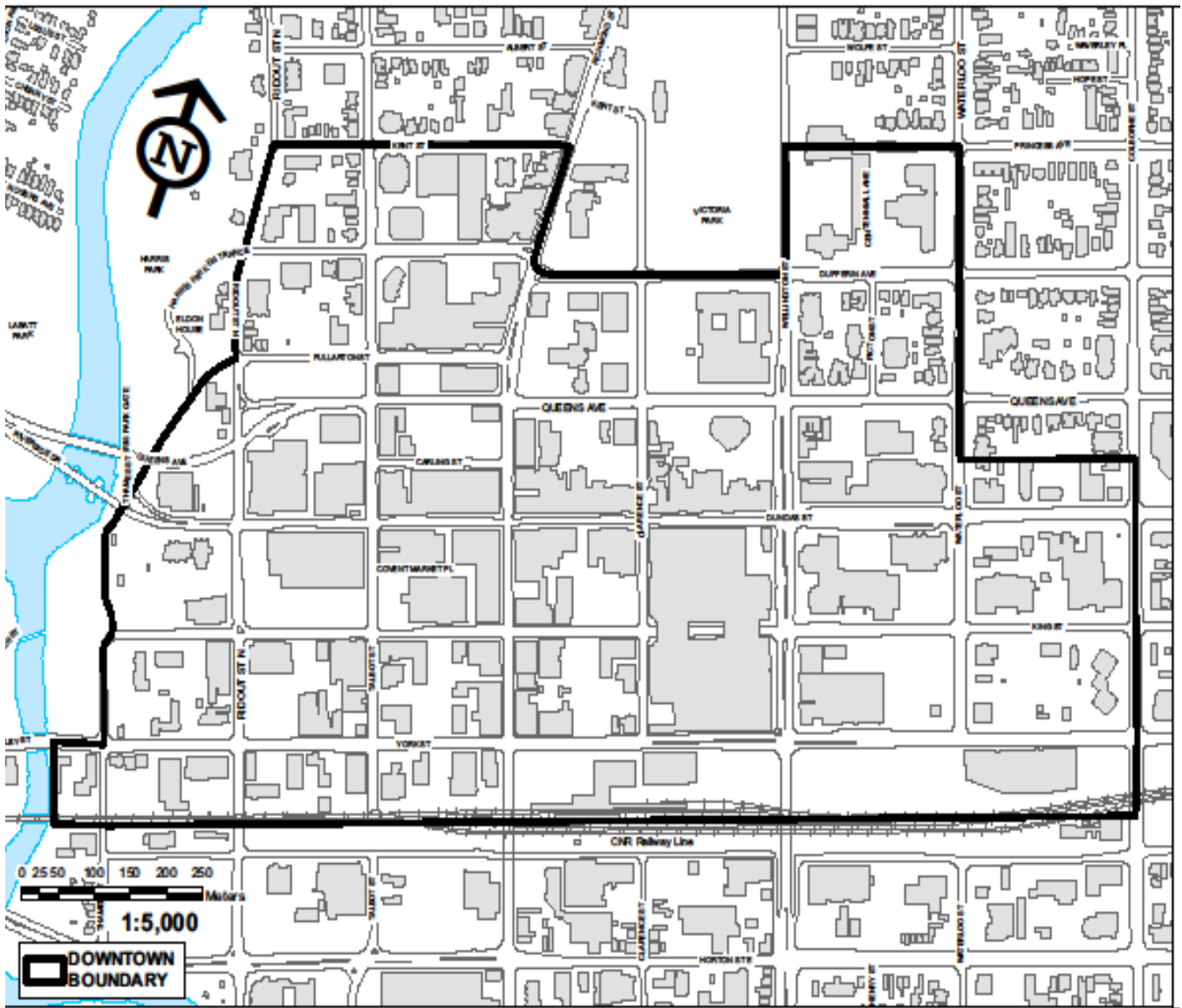
## **FOR MORE INFORMATION:**

Copies of this report are available from Planning Services and will be available at the Planning & Environment Committee meeting. If you wish to view additional information or material about the requested Official Plan amendment, it is available to the public for viewing at Planning Services, 206 Dundas St., London, ON, Monday to Friday, 8:30a.m.-4:30p.m.

**For more information, please call Chuck Parker at 519-661-2489 extension 4648, referring to “O-8876”.**

## **TO BE NOTIFIED:**

If you wish to be notified of the adoption or refusal of a request to amend the Official Plan Amendment, you must make a written request to the City Clerk, 300 Dufferin Avenue, P.O. Box 5035, London, ON N6A 4L9. You will also be notified if you address the Planning & Environment Committee at the public meeting about this application and leave your name and address with the Secretary of the Committee.





O-8879  
Planner: Chuck Parker  
Telephone: 519-661-2489 extension 4648  
Fax: 519-661-5397  
Email: cparker@london.ca  
Website: www.london.ca

April 11, 2018

## **NOTICE OF PUBLIC MEETING BEFORE THE PLANNING & ENVIRONMENT COMMITTEE**

### **OFFICIAL PLAN AMENDMENT APPLICATION**

### **TERMS OF REFERENCE FOR OLD EAST VILLAGE DUNDAS STREET CORRIDOR SECONDARY PLAN**

#### **APPLICANT:**

City of London

#### **LOCATION:**

Old East Village - see attached map

#### **PURPOSE AND EFFECT:**

The need for an Old East Village Dundas Street Corridor Secondary Plan was identified through discussions on the implementation of the Bus Rapid Transit System. The east-west bus rapid transit route is proposed to run eastward from the Downtown along King Street onto Ontario Street and then eastward along Dundas Street within the study area (see attached Map).

The purpose of the Secondary Plan is to establish a long term vision for the area and guide the future character of development through more specific policies than those contained in the Rapid Transit and Urban Corridors Section of the London Plan. The Secondary Plan can also be used to implement a vision or design concept, specifically, an urban design framework to connect the King Street rapid transit corridor and the Old East Village business district to the north. The Plan will provide a framework for the evaluation of future planning applications and public and private investment in the area.

The first step in the process is the preparation of a Terms of Reference to guide the Secondary Plan process. A future public meeting will held to adopt the Secondary Plan.

#### **POSSIBLE AMENDMENT:**

The purpose of this meeting is to adopt a Terms of Reference for the Secondary Plan study. Future possible amendments to Sections 20.2 and 20.3 and Schedule D of the existing Official Plan and Policy 1565 and Map 7 of the London Plan to add the Old East Village Dundas Street Corridor Secondary Plan as a new Secondary Plan will be considered at a later date.

#### **PUBLIC MEETING:**

By letter dated March 12, 2018, you were informed of the initiation of the Secondary Plan study and the future possible amendments described above.

You are now advised that the Planning & Environment Committee will consider this Terms of Reference at its meeting on **Monday, April 30, 2018 no earlier than 4:30 p.m.** Meetings are held in the Council Chambers of City Hall, located at 300 Dufferin Avenue (north-east corner of Wellington Street). Each application is allocated a time for public delegations. It should be recognized however, that the Planning & Environment Committee may find it necessary to exceed the limit. Your co-operation is appreciated in the event that you have to wait for your application to be considered.

**Please Note:** Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the Municipal Act, 2001, as amended, and the Planning Act, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-2489 extension 4937.

If a person or public body does not make oral or written submissions at a public meeting or make written submissions to the City of London before the proposed amendment is adopted, the person or public body may not be entitled to appeal the decision of the Council of the City of London to the Ontario Municipal Board, or may not be added by the Board as a party to the hearing of an appeal unless, in the opinion of the Board, there are reasonable grounds to do so.

A neighbourhood or community association may exist in your area. If it reflects your views on this proposal, you may wish to select a representative of the association to submit comments on your behalf.

Your representatives on City Council, Ward 4 and 13 Councillors Jesse Helmer (Office -519 - 661-2489 Ext. 4004 or [jhelmer@london.ca](mailto:jhelmer@london.ca)) and Tanya Park (Office-519-661-2489 Ext. 4013 or [tpark@london.ca](mailto:tpark@london.ca)), respectively, would be pleased to discuss any concerns you may have with this application.

## **FOR MORE INFORMATION:**

Copies of this report are available from Planning Services and will be available at the Planning & Environment Committee meeting. If you wish to view additional information or material about the requested Official Plan amendment, it is available to the public for viewing at Planning Services, 206 Dundas St., London, ON, Monday to Friday, 8:30a.m.-4:30p.m.

**For more information, please call Chuck Parker at 519-661-2489 extension 4648, referring to "O-8879".**

## **TO BE NOTIFIED:**

If you wish to be notified of the adoption or refusal of a request to amend the Official Plan Amendment, you must make a written request to the City Clerk, 300 Dufferin Avenue, P.O. Box 5035, London, ON N6A 4L9. You will also be notified if you address the Planning & Environment Committee at the public meeting about this application and leave your name and address with the Secretary of the Committee.







**Notice of Public Information Centre 3**  
**Adelaide Street North / Canadian Pacific Railway Grade Separation**  
**Municipal Class Environmental Assessment Study**



The City of London has retained WSP to complete a Municipal Class Environmental Assessment (EA) study for improvements to the Canadian Pacific Railway (CPR) crossing of Adelaide Street North. This project is being carried out under the planning and design process for a Schedule 'C' project as outlined in the Municipal Engineers Association *Municipal Class Environmental Assessment* (October 2000, as amended in 2015).

**Proponent:** City of London

**Location:** Adelaide Street North between Oxford Street East and Queens Avenue, including the CPR crossing

**Purpose of the Study:** The Transportation Development Charges Study (2014) and the London Transportation Master Plan (TMP, 2013) identified the need for a grade separation at the CPR crossing of Adelaide Street North. Currently, trains block the crossing up to 43 times throughout the day, leading to road blockages of up to 126 minutes per day.

Through this Class EA study, the City has considered a range of planning and design alternatives for the grade separation including underpass (rail over road) and overpass (road over rail) and has developed a preliminary design concept that recognizes all users including pedestrians, cyclists, rail, transit vehicles and motorists, and the community setting.

**Public Information Centre 3:** Three Public Information Centres (PICs) are held during this study. The first PIC was held on June 16, 2016 to review the study scope, existing conditions, need and justification and planning alternatives. PIC 2 was held December 14, 2016 to describe the multi-step design process, review the various design alternatives and obtain public input with respect to urban design components. Since PIC 2 there has been additional technical investigation and review with respect to the design at the CPR crossing.

The purpose to PIC 3 is to present the Preliminary Preferred Design concept that takes into consideration the transportation and technical factors, property impacts, community interests, cultural heritage resources, CPR and public input.

| <b>Public Information Centre 3 Details</b> |  |
|--|--|
| <b>Date:</b>                               | April 26, 2018   |
| <b>Place:</b>                              | H.B. Beal Secondary School<br>525 Dundas Street, London ON |
| <b>Time:</b>                               | 4:00 pm to 7:00 pm (drop-in)                               |

**How to Provide Input:** Public consultation is a vital component of this study. Learn more about this study on the City's website at <https://getinvolved.london.ca/adelaide-streetcpr-grade-separation>

Please share your thoughts through the study website or by contacting the project team members listed below. Comments will be considered throughout the planning process.

Please note: Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record and may be published in the Reports to Committees and Council Agenda.

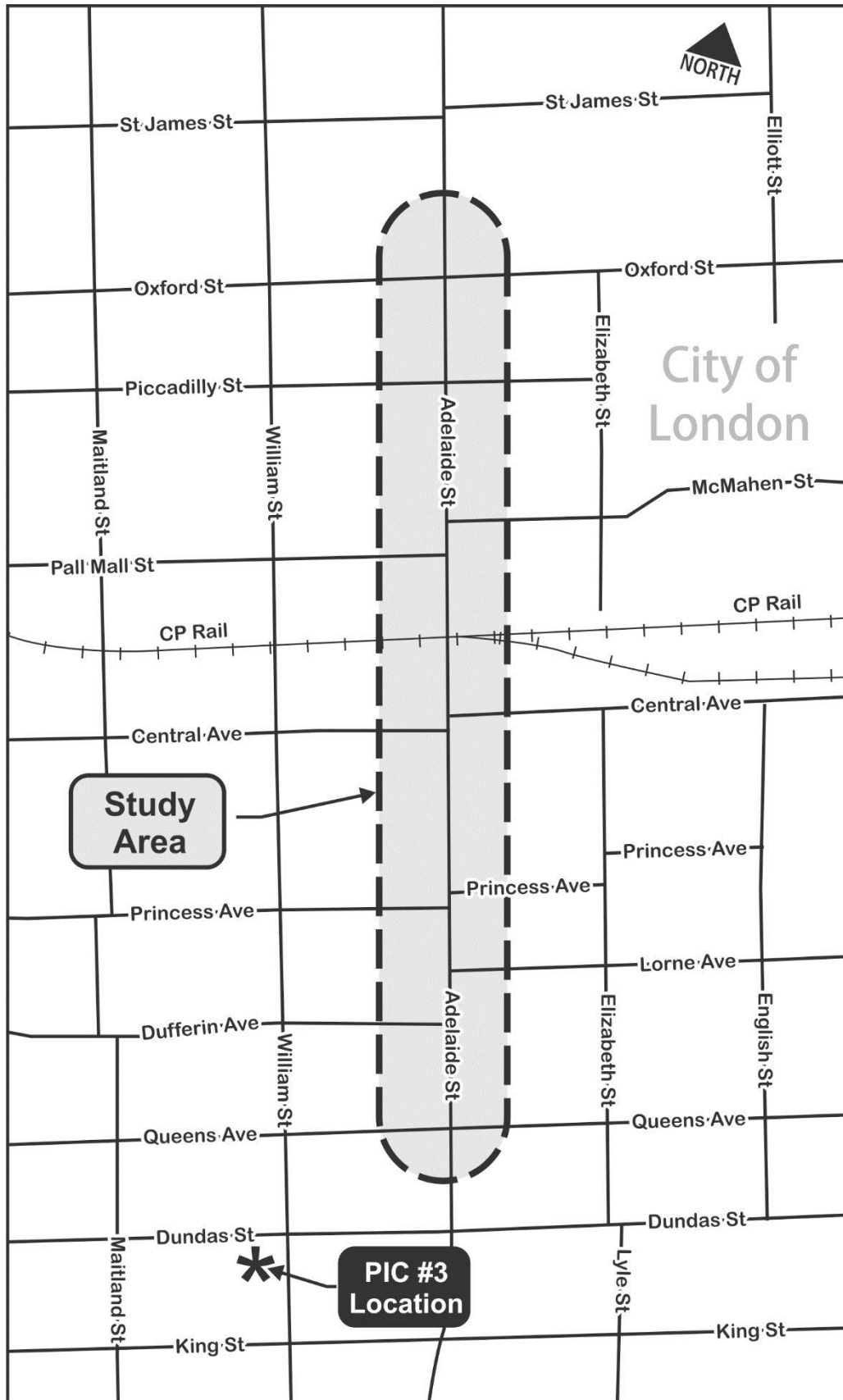
**For More Information Please Contact:**

**City of London Contact:**  
 Ardian Spahiu, P.Eng.  
 Transportation Planning and Design  
 300 Dufferin Ave, P.O. Box 5035  
 London ON N6A 4L9  
 Tel: 519-661-2489 ext. 4738  
 Email: [aspahiu@london.ca](mailto:aspahiu@london.ca)

**Consultant Contact:**  
 Jay Goldberg, P.Eng., PMP  
 Project Coordinator, WSP  
 610 Chartwell Road, Suite 300  
 Oakville ON L6J 4A9  
 Toll Free: 1-877-562-7947  
 Email: [jay.goldberg@wsp.com](mailto:jay.goldberg@wsp.com)



**ADELAIDE STREET NORTH / CANADIAN PACIFIC RAILWAY GRADE SEPARATION  
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT  
STUDY AREA KEY MAP**





London  
CANADA

# Construction Notice 2018 Wonderland Rd South 2-Lane Upgrade (Hwy 401 to Hwy 402)

April 3, 2018

Dear Property Owner/Resident,

The City of London will be starting a construction project in your area. This letter provides details about the project and important information on how construction may impact you.

## Project Details

|                        |  |
|------------------------|--|
| <b>Location</b>        | Wonderland Road South, from Westminster Drive to the approximately 200m south of Decker Drive.   |
| <b>Schedule</b>        | Tentative Start – April 5 <sup>th</sup><br>Estimated Completion – End of November, 2018<br>With the exception of surface course paving completed in Summer, 2019   |
| <b>Scope</b>           | This project will include new road construction including asphalt pavement, intersection illumination, landscaping, the installation of road culverts and new concrete culverts for the Kransnicki and C.B. Smith Drain crossings.<br><br>A road widening of Westminster Drive is also proposed for the introduction of turn lanes at Wonderland Road South, including new concrete culvert crossing for the C.B. Smith Drain. |
| <b>Traffic Impacts</b> | <ul style="list-style-type: none"> <li>Road will be reduced to one lane between 9:00am and 4:00pm daily, with exception to:</li> <li>Wonderland Road South will be reduced to a single lane with full time (24 hours a day) portable temporary traffic signals for 10 consecutive working days to facilitate concrete culvert installation.</li> </ul>   |
| <b>Contractor</b>      | Bre-Ex Construction Inc.   |

*\*Please note that the timelines are approximate and subject to weather, approvals and other factors.*

## Project Map



## How Will Construction Impact You?

**Working Hours:** Work will typically take place from 7:00 a.m. to 7:00 p.m., Monday to Friday. In some circumstances work may need to occur outside of these typical hours to accommodate the completion of the project within the established schedule and to minimize the social impacts of the work.

**Street Access and Parking:** Road will be reduced to one lane between 9:00am and 4:00pm daily. Additional short term disruptions may be required. Driveway access will be maintained to the extent possible.

**Vibration – Protect Valuables:** Construction equipment can cause vibrations. Please ensure you protect any valuables susceptible to damage

**Garbage and Recycling Collection:** If your pick-up point is temporarily blocked by construction the contractor will assist in collecting and transporting your garbage and recycling. Please clearly label your containers with your address

## Contact Information

If you have any questions about this project please contact one of the people listed below. During construction you can also speak with the inspector on-site. If there is a construction related emergency and there are no staff on-site to report it to then please contact the City of London dispatch at 519-661-4965.

|                                   |  |
|-----------------------------------|--|
| <b>Consultant Project Manager</b> | Serge Bianchin, 519-904-1795,<br><a href="mailto:Serge.Bianchin@wsp.com">Serge.Bianchin@wsp.com</a>  |
| <b>City Project Manager</b>       | Max Kireev, 519-661- CITY (2489) ext. 5925, <a href="mailto:mkireev@london.ca">mkireev@london.ca</a> |
| <b>General Inquiries</b>          | 519-661-CITY (2489), <a href="mailto:es@london.ca">es@london.ca</a>                                  |
| <b>Website</b>                    | <a href="http://www.london.ca/construction">www.london.ca/construction</a>                           |

Thank you in advance for your cooperation.

Sincerely,



Maged Elmadhoon, P. Eng.  
Traffic & Transportation Engineer, Transportation Planning & Design

Cc: Kelly Scherr – Managing Director and City Engineer  
Councillor Anna Hopkins  
Councillor Harold Usher

Information available in alternate formats upon request.



300 Dufferin Avenue  
P. O. Box 5035  
London, ON  
N6A 4L9

# MEMO

**To:** Transportation Advisory Committee

**From:** Edward Soldo, P.Eng.  
Director Roads & Transportation

**c:** Jay Stanford  
Director Environment, Fleet & Solid  
Waste

**Date:** April 20, 2018

**Re:** **TAC Work Plan Suggestions**

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On March 27, 2018, Council resolved that the 2nd Report of the Transportation Advisory Committee (TAC), from its meeting held on February 27, 2018, BE REFERRED to the Civic Administration for review of the 2018 Work Plan, which will allow Civic Administration to identify additional areas where the TAC can be of assistance, in alignment with the Strategic Plan.

The TAC Terms of Reference identify the City's Transportation Master Plan (TMP), including the Active Transportation and Transportation Demand Management (with the exception of the cycling components of these City plans and programs) and the London Road Safety Strategy (LRSS).

Below is a list of Council Strategic Plan initiatives that are on the work plans of the Roads & Transportation and Environmental Programs service areas and align with TAC's terms of reference. These initiatives can benefit from TAC committee input and are provided for TAC work plan consideration.

| <b>TAC Work Plan Suggestions 2018/2019</b>                          |   |                 |
|---|---|-----------------|
| <b>Item</b>   | <b>Description</b>  | <b>Timeline</b> |
| Complete Streets Design Manual                                      | A complete street is one that is designed to accommodate the mobility needs of all ages, abilities, and modes of travel. Safe and comfortable access for pedestrians, bicycles, transit users, and the mobility challenged are not design as after-thoughts, but are integral to the planning of the street from the start.   | 2018            |
| Update to the Traffic Calming Practices and Procedures document     | <p>The overall purpose of the Traffic Calming document is to provide a comprehensive process that addresses local neighbourhood traffic issues in the City. The program is intended to restore City streets, with an identified problem, to their intended function through applicable traffic calming measures, and hence, preserve and enhance the quality of London communities.</p> <p>Council approved the current document in 2013. The intent is to update this document based on the new “<i>Canadian Guide to Traffic Calming</i>” document published in 2017 by Transportation Association of Canada (TAC) and the Canadian Institute of Transportation Engineers (CITE).</p> | 2018            |
| Shift Rapid Transit   | Transit Project Assessment Process  | 2018            |
| Discover Wonderland   | Environmental assessment for Wonderland Road from Southdale Road to Sarnia Road   | 2018-2019       |
| Adelaide Street and Canadian Pacific Railway (CPR) Grade Separation | Environmental Assessment for improvements to Adelaide Street at the CPR rail line   | 2018            |

|   |  |           |
|---|--|-----------|
| Southdale Road West / Bostwick Road Improvements                            | Environmental Assessment study for improvements to Southdale Road West between Pine Valley Boulevard and Colonel Talbot Road. The study will also address Bostwick Road, north of Pack Road.   | 2018      |
| Western Road and Sarnia Road / Philip Aziz Avenue Intersection Improvements | Environmental Assessment study for improvements to Western Road and Sarnia Road/Philip Aziz Avenue intersection  | 2018-2019 |
| New Sidewalk Program  | Committee Input on the annual Warranted Sidewalk Program. A Byron Southwood Pedestrian Mobility study is planned for 2018.   | 2018-2019 |
| Vision Zero, London Road Safety Strategy                                    | Monitor progress and provide suggestion on London Road Safety Strategy action items  | 2018-2019 |
| Connected and Autonomous Vehicles   | In recent years, there has been significant advancement in CAV technology. It is no longer a question of if the technology will disrupt the way we travel within our cities, but a question of when. While discussions on the potential benefits of driverless vehicles have increased, it is not well understood what the adoption of the technology will mean for the cities that they will drive in, such as in the City of London. Instead of taking a reactive approach to the disruption created by the technology, now is the time for policymakers and transportation professionals to evaluate, assess, and plan for the onset of vehicle automation. | 2018      |



|  |  |                  |
|--|--|------------------|
| <p>Transportation Intelligent Mobility Management System (TIMMS)</p> | <p>Project includes upgrading current traffic signal communication systems, development of a new transportation management centre, adaptive “smart” traffic signals along select corridors, enhanced transit signal priority, travel time monitoring, incident/event identification and management, and real-time information.</p> <p>Plan to “future-proof” systems for long term integration with eventual Smart City technologies and connected/autonomous vehicles (CAVs).</p>   | <p>2018-2019</p> |
| <p>Co-Host a TDM Primer for Downtown Employers Event(s)</p>          | <p>The City of London has received funding from the Public Transit Infrastructure Fund (PTIF) to develop a feasibility study and business case for developing a Downtown Transportation Alliance.</p> <p>This builds on the Business Travel Wise Program Expansion by expanding on the basic elements of past Business Travel Wise Program work and represents a more comprehensive deployment of TDM tools. This action item moves London towards setting up the first Transportation Management Association, focused on the downtown or something that achieves similar objectives.</p> <p>The Transportation Advisory Committee can support this new endeavor by co-hosting a TDM sessions for downtown employers. The purpose would be to introduce TDM concepts and benefits to them and their employees, as well as seek input on the benefits of being located downtown and the challenges they and their employees face, and encourage resource sharing.</p> | <p>2018-2019</p> |

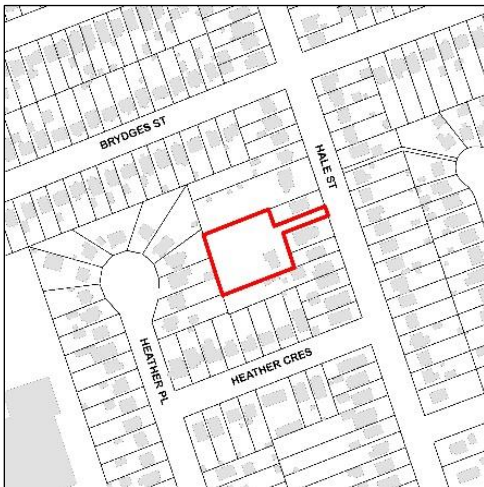
|   |   |                  |
|---|---|------------------|
| <p>Business Travel<br/>Wise Program<br/>Expansion</p> | <p>Work with City staff to engage local employers to participate in the Business Travel Wise Program. The program encourages commuting Londoners to use options other than driving alone, through programs and incentives.</p> <p>Specifically, in late 2018, the City will be working with SustainMobility, provider of a range of TDM activities in the GTA, to test a suite of supportive TDM programs and services locally. SustainMobility has received funding to expand broader TDM activities and linkages across Ontario and potentially other locations. Commute Ontario will run for three years. In London, the employee-supportive program will include actions such as:</p> <ul style="list-style-type: none"> <li>• Expanded carpooling promotion</li> <li>• ActiveSwitch walking and cycling rewards program</li> <li>• Emergency Ride Home Program</li> <li>• Ongoing campaigns, incentives and rewards</li> <li>• Tracking tools to measure return on investment</li> </ul> <p>The Transportation Advisory Committee can support this project in a number of ways (e.g., by reaching out to local business associations and individual employers, by providing input to City staff on promotional material as it is developed, etc.).</p> | <p>2018-2020</p> |
|---|---|------------------|

|  |  |      |
|--|--|------|
| TDM Best Practice Research - Land-use Policies | Considering the Transportation Advisory Committee's specific interest in land use policies, the committee can work with City staff to research and document best practices from other North American municipalities that integrate land use decisions with TDM. Specifically, municipalities where land use encourages transit, vanpooling, carpooling, and active transportation (such as walking and cycling), as well as infrastructure to encourage telework | 2018 |
|--|--|------|

# NOTICE OF PLANNING APPLICATION

## Draft Plan of Vacant Land Condominium and Zoning By-law Amendment

### 459 Hale Street



**File: 39CD-18503 / Z-8886**  
**Applicant: Artisan Homes Inc.**

#### What is Proposed?

Draft Plan of Vacant Land Condominium and Zoning amendment to allow:

- Development of the rear portion of the property for six (6) single detached dwelling units
- Retention of existing dwelling on the front portion of the property on its own separate lot

## LEARN MORE & PROVIDE INPUT

Please provide any comments by **May 18, 2018**

Larry Mottram

lmottram@london.ca

519-661-CITY (2489) ext. 4866

Development Services, City of London, 300 Dufferin Avenue, 6<sup>th</sup> Floor,  
London ON PO BOX 5035 N6A 4L9

File: 39CD-18503 / Z-8886

[london.ca/planapps](http://london.ca/planapps)

You may also discuss any concerns you have with your Ward Councillor:

Councillor Jesse Helmer

jhelmer@london.ca

519-661-CITY (2489) ext. 4004

**If you are a landlord, please post a copy of this notice where your tenants can see it.  
We want to make sure they have a chance to take part.**

# Application Details

Commonly Used Planning Terms are available at [london.ca/planapps](https://london.ca/planapps).

## Requested Draft Plan of Vacant Land Condominium

Consideration of a Draft Plan of Vacant Land Condominium consisting of six (6) residential units and a common element for private access driveway and services to be registered as one condominium corporation.

## Requested Zoning By-law Amendment

To change the zoning from a Residential R1 (R1-5) Zone to a Residential R6 Special Provision (R6-2( )) Zone. Changes to the currently permitted land uses and development regulations are summarized below. The complete Zoning By-law is available at [london.ca/planapps](https://london.ca/planapps).

### Requested Zoning (Please refer to attached map)

**Zone:** Residential R6 Special Provision (R6-2( )) Zone to permit cluster housing in the form of single detached dwellings, with a special provision to permit a minimum lot frontage of 8.0 metres, maximum lot coverage of 40%, and maximum density of 22 units per hectare.

## Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. These lands are currently designated as Low Density Residential in the Official Plan, which permits low-rise, low density housing forms including detached, semi-detached, and duplex dwellings, as the main uses.

The subject lands are in the Neighbourhoods Place Type in *The London Plan*, permitting a range of uses such as single detached, semi-detached, duplex, triplex, and townhouse dwellings, and small-scale community facilities.

## How Can You Participate in the Planning Process?

You have received this Notice because someone has applied for a Draft Plan of Vacant Land Condominium and to change the zoning of land located within 120 metres of a property you own, or your landlord has posted the notice of application in your building. The City reviews and makes decisions on such planning applications in accordance with the requirements of the *Planning Act*. The ways you can participate in the City's planning review and decision making process are summarized below. For more detailed information about the public process, go to the [Participating in the Planning Process](https://london.ca/participating-in-the-planning-process) page at [london.ca](https://london.ca).

## See More Information

You can review additional information and material about this application by:

- visiting Development Services at 300 Dufferin Ave, 6<sup>th</sup> floor, Monday to Friday between 8:30am and 4:30pm;
- contacting the City's Planner listed on the first page of this Notice; or
- viewing the application-specific page at [london.ca/planapps](https://london.ca/planapps).

## Reply to this Notice of Application

We are inviting your comments on the requested changes at this time so that we can consider them as we review the application and prepare a report that will include Development Services staff's recommendation to the City's Planning and Environment Committee. Planning considerations usually include such matters as land use, development intensity, and form of development.

This request represents residential intensification as defined in the policies of the Official Plan. Under these policies, Development Services staff and the Planning and Environment Committee will also consider detailed site plan matters such as fencing, landscaping, lighting, driveway locations, building scale and design, and the location of the proposed building on the site. We would like to hear your comments on these matters.

## Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested Draft Plan of Vacant Land Condominium and zoning changes on a date that has not yet been scheduled. The City will send you another notice inviting you to attend this meeting, which is required by the *Planning Act*. You will also be invited to provide your comments at this public participation meeting. The Planning and Environment Committee will make a recommendation to Council, which will make its decision at a future Council meeting. The Council Decision will inform the decision of the Director, Development Services, who is the Approval Authority for Draft Plans of Vacant Land Condominium.

# What Are Your Legal Rights?

## Notification of Council and Approval Authority's Decision

If you wish to be notified of the Approval Authority's decision in respect of the proposed draft plan of vacant land condominium, you must make a written request to the Director, Development Services, City of London, 300 Dufferin Ave., P.O. Box 5035, London ON N6A 4L9, or at [developmentsservices@london.ca](mailto:developmentsservices@london.ca). You will also be notified if you provide written comments, or make a written request to the City of London for conditions of draft approval to be included in the Decision.

If you wish to be notified of the decision of the City of London on the proposed zoning by-law amendment, you must make a written request to the City Clerk, 300 Dufferin Ave., P.O. Box 5035, London, ON, N6A 4L9, or at [docservices@london.ca](mailto:docservices@london.ca). You will also be notified if you speak to the Planning and Environment Committee at the public meeting about this application and leave your name and address with the Secretary of the Committee.

## Right to Appeal to the Local Planning Appeal Tribunal

If a person or public body does not make oral submissions at a public meeting, if one is held, or make written submissions to the City of London in respect of the proposed plan of vacant land condominium before the approval authority gives or refuses to give approval to the draft plan of vacant land condominium, the person or public body is not entitled to appeal the decision of the Director, Development Services to the Local Planning Appeal Tribunal.

If a person or public body does not make oral submissions at a public meeting, if one is held, or make written submissions to the City of London in respect of the proposed plan of vacant land condominium before the approval authority gives or refuses to give approval to the draft plan of vacant land condominium, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of London to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the by-law is passed, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Board, there are reasonable grounds to do so.

For more information go to <http://elto.gov.on.ca/tribunals/lpat/about-lpat/>.

## Notice of Collection of Personal Information

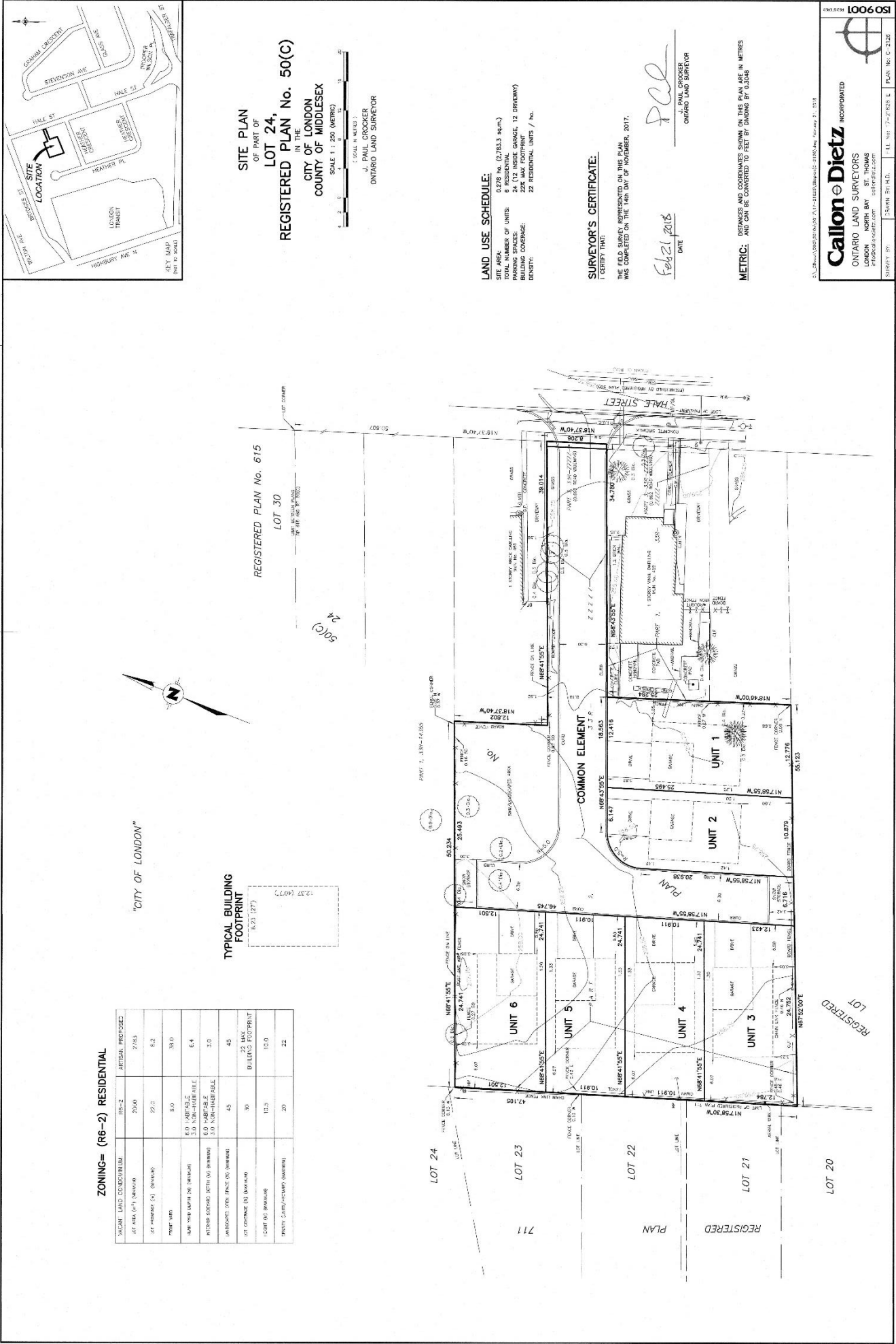
Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the *Municipal Act*, 2001, as amended, and the *Planning Act*, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-CITY(2489) ext. 4937.

**Accessibility – Alternative accessible formats or communication supports are available upon request. Please contact [accessibility@london.ca](mailto:accessibility@london.ca) or 519-661-CITY (2489) extension 2425 for more information.**





# Concept Site Plan



The above image represents the applicant's proposal as submitted and may change.



**Southdale Road West Improvements –  
Pine Valley Boulevard to Colonel Talbot Road  
Municipal Class Environmental Assessment**

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## **NOTICE OF PUBLIC INFORMATION CENTRE #2**

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The City of London is undertaking a Municipal Class Environmental Assessment (EA) study to determine road improvements for Southdale Road West between Pine Valley Boulevard and Colonel Talbot Road, and Bostwick Road, north of Pack Road. This project will address future growth requirements and will determine how best to accommodate all roadway users including vehicles, cyclists and pedestrians.

### **Public Information Centre**

The second and final Public Information Centre (PIC) will be held for this project to present the preliminary recommended design for the Southdale Road West and Bostwick Road corridors including alternatives considered and impacts to be addressed. Project team members will be available to discuss the project and to receive your input. This PIC will be a drop-in event and no formal presentation will be made.

You are invited to attend the PIC to be held:

**Date:** Thursday May 3, 2018

**Time:** 5pm to 7pm

**Location:** Westview Baptist Church – 1000 Wonderland Road South, London

Display materials will be available on the City of London website.

To provide comments, receive additional information or be added to the study mailing list, please visit [www.london.ca](http://www.london.ca) or contact either of the following team members below:

**Ted Koza, P. Eng.,**  
Project Manager,  
Corporation of the City of London  
300 Dufferin Avenue  
London ON, N6A 4L9  
Tel: 519-661-CITY (2489) x. 5806  
Email: [tkoza@london.ca](mailto:tkoza@london.ca)

**Peter McAllister, P. Eng., PMP,**  
Project Manager,  
AECOM Canada  
250 York Street, Suite 410  
London ON, N6A 6K2  
Tel: 519-963-5865  
Email: [peter.mcallister@aecom.com](mailto:peter.mcallister@aecom.com)

With the exception of personal information, all comments will become part of the public record of the study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.

**STUDY AREA**

